

Wasatch County Not Represented In Committee's Statement on Provo Road

31 Jan 1990

Wasatch County Commissioner Pete Coleman's viewpoints were not represented in statements allegedly representing the Provo Canyon Advisory Committee's objections to the Supplementary Environmental Impact Statement (SEIS) recently completed on the Provo Canyon highway. Coleman is the County's only representative on the committee and he and the other County Commissioners are generally satisfied with the study.

Coleman explained he didn't receive the notice of the committee meeting at which the issues were discussed until the day after it took place, because the invitation was delayed in the mail. So he said it

was not the committee's fault that he didn't participate in forming their statements. However, he disagreed with nearly all of their objections, as reported in a Provo newspaper last week.

"There are things in the SEIS that we should look at and address. But let's not go through another two- or three-year environmental impact study that will delay or stop construction in the canyon," Coleman said.

Members of the committee "expressed disappointment" with the SEIS, according to the published story. But when asked if he was disappointed Coleman answered with a flat "no."

Following are Coleman's reactions to statements made by members of the committee, quoted from the Provo newspaper, which are in italics.

Sammye Meadows (Sundance Resort) expressed the committee's irritation with the SEIS, saying, "...We gave documentation and were assured that our input would be included in the document, and it isn't!"

Coleman said UDOT conducted the study with safety in mind but that the other input was not ignored "because they did receive ten percent of the money for landscaping and there were also concessions on the clear zones," where mountainsides

must be cut back so motorists can see around curves.

"We did a lot of polling and got public opinion. Each representative on this committee represents a specific group. The documentation we gave was not our personal feelings, but was a mandate from the public," she said.

Coleman said it would be fair to say Meadows represents the interests of one man, while he represents the 10,000 residents of Wasatch County.

"If it was a mandate from the public, I think I had a 100 percent mandate from our County to build a more sophisticated highway, the

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maker can't take it and begins to give in.

THE WASATCH WAVE

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ducts the training classes. Jane Kinsel is the adult supervisor.

According to the American Automobile Association, student safety patrols "have been a major contributing factor in the over-all program to eliminate traffic accidents." The following are excerpts from a pamphlet published by the association.

The patrols are assigned to instruct, direct, and control the members of the student body in crossing the streets and highways at or near schools. They are also to help teachers and parents teach school children about safe pedestrian practices at all times and places. They do not direct traffic.

Reliable patrol volunteers, with leadership qualities, are selected from the upper grades in their schools, and service is open to all who qualify. They can be identified by fluorescent orange belts, or slickers in wet weather, and flags.

dsey Daybell, Christine Turner, Riley Wright, Ryan Brisk, Andy



Christmas Lighting Contest
Mecham; Midway: Ron and C
east Heber: Mr. and Mrs. K
Flower Boutique: Rick and S
drick; Rocky Mountain Leather
Britt Mathwick.

Provo Canyon Road..

Continued from Page 1A
true mobility alternative, which would have been a 60 mph highway. We conceded down to this alternate (50 mph) to be effective and to avoid controversy," he said.

(Utah) County Commission chairman, Malcolm Beck, who chairs the advisory committee, declared that "the consultants glossed over the issues we presented. We gave them a lot of good documentation and did a lot of work for them, but it's not in there. We want it noted that the problems we raised were not adequately addressed."

Coleman counters that the recommended design is exactly what the members of the committee agreed to. He said they accused him of "bad-mouthing" the committee and he admitted he did. He said they told him they didn't want the arguments in the press any more and asked him what he wanted.

"I said I wanted a four-lane, divided highway with eight-foot outside paved shoulders, two-foot inside paved shoulders...and they agreed. They said, 'Okay, will you stop this bickering?' and I said, 'The bickering hasn't been a personal thing with me. It's the right thing,'" Coleman reported.

Brooke Adams, committee member, said there is nothing in the document concerning clean air issues, as well as a number of environmental issues, and the "piecemeal project" issue. She said UDOT is building a road corridor without looking at the whole picture.

"We didn't file a lawsuit because we thought the issues we raised would be addressed," Adams said.

"The environmental issues have been studied. I think a statement like that is just trying to block a four-lane highway in the canyon. They did file a lawsuit, and the last one is what brought about the new Environmental Impact Study. With that done, they have no grounds for a lawsuit," Coleman commented.

Meadows said the issue of truck traffic has not been addressed, nor have erosion problems. She said the report shows that more than twice the amount of soil removal is planned as was originally outlined in the plan the committee agreed upon with the consultants.

"It's more than the soil removal planned for the multi-use alternative, which the people said they didn't want," she declared.

"I think that's a problem that the engineers and the consultants have to deal with. I don't think Sammye Meadows or Pete Coleman can decide whether or not removing more

soil is going to stop erosion," Coleman said. He said it is important that every precaution be taken to keep dirt, rocks, and gravel from sliding onto the road and that neither he nor Meadows is qualified to determine how that should be done.

He also said it is the road design that was agreed to, and less than what Wasatch County wanted. He said even Robert Redford, for whom Meadows works, agreed to go along with the compromise, as described in the SEIS, even though he wasn't happy with it.

Greg Bullock, representing the fishing interests, said the plan is inadequate where protection of Provo River is concerned.

But Coleman said those issues had been addressed and he was satisfied with the conclusions.

Although committee members were assured they would have input during the design phase, they reiterated that they wanted written assurance that they would be included in the design phase. They expressed fears that their concerns would once more be ignored by the Utah Department of Transportation.

Coleman agreed that committee members should be involved with some of the designing. "But I don't think lay members of an advisory committee should make decisions that overrule technicians, safety experts, or engineers," he said.

Beck declared, "We can show you glaring errors in the document."

There may be minor errors in the document, Coleman said, "But I think it's the best we're going to get. I've never seen a perfect environmental impact statement."

The committee was also assured they could submit written comments that will be included in the final SEIS.

Committee members, however, expressed the belief that the comments would be included, then ignored.

"We don't trust UDOT. We're suspicious," said Bullock. "You've promised us things before, then have ignored them."

Coleman said he doesn't totally trust UDOT, "but I don't trust that committee 100 percent, either."

The newspaper report also quoted Alan W. Mecham, preconstruction engineer for the project, as saying the SEIS was expensive to produce and that it was impossible to include the design of every segment of the canyon in it. He said if the project is delayed, the funds are in danger of being lost to other projects.

"I'd hate to see these issues stop any construction in the canyon," he said.

Valentine's Party

Our Valentine's Party will be on Monday, Feb. 12 at 6:30 p.m. It will be \$1.50 each and you are to bring your own dishes. Please sign up early.

Wendover

We have a trip planned for Wendover on Monday, and Tuesday, March 19 and 20. The price is \$26 each.

Center Activities

We have Aerobics every Monday, Thursday, and Friday from 9-10 a.m.

We have Chorus every Monday at 1 p.m. Come and enjoy singing the good old songs.

We have Bingo every Thursday at 1 p.m. Except for the third Thursday which is our monthly dinner.

We have our Firesides every Monday evening at 7 p.m.

Heat Program

If you think you are eligible for heat, you need to sign up immediately for the money is running out. Blaine will be at the Center on Thursday's from 9 a.m.-1 p.m. tak-

Calendars

We have our 1990 calendars, and they are \$2 each. You can get them any time.

1990 Dues

Your membership fees are due now. If they are not paid in January, you will not receive the February bulletin. They are still just \$3 each.

Great Lakes Tour

Holland Tulip Time Festival, May 14-23, 1990, 10 days.

Highlights: Detroit and city tour, Ford Museum, Greenfield Village, auto plant tour, auto baron mansion, Battle Creek tour, music museum, Traverse City area, Soo Locks, German Village of Frankenmuth, Windmill Island, Delft Factory and parade, Mackinac Island, boat ride and carriage tour, featuring The Holland Tulip Time Festival, plus much more!

Tour price per person: Double occupancy, \$1,125; triple occupancy, \$1,035; single occupancy, \$1,260. If you are interested come in and pick up a brochure.

Ents Restarts With and Cooperation

endorfer and Commissioner LaRen Provost said the Commission does object, primarily because it illegally crosses into other jurisdictions, like a water district, and creates an isolated peninsula of land. They also claim the City is not following the prescribed procedures in filing the policy.

None of the officials at the meeting had seen the declaration or the attached map prior to the City's approval, although copies had been sent to all of them. Wright pointed out that the City, therefore, had followed the letter of the law, but the purpose had not been satisfied. That's why COG is good," he said.

He also said that in spite of studying the procedures for filing the declaration, as laid down by State Code, he still didn't understand it all and observed that hardly anyone else seems to understand it either. To rectify that, he said he had asked the City and County attorneys to work together and list the steps that need to be taken.

He also requested everyone to read the proposal and study the map, then return to the next meeting prepared to discuss it, and they all agreed. He said in the meantime he would postpone any further action

lected by the County and the cities at the time of application, and turned over to the District to pay the inspector. Before the new policy can go into effect, it must be approved by the County Commission and City Councils. The City representatives said they would take care of the matter at their next Council meetings.

Provost also reported that the County had made changes in the terms of office on service district boards. In the past, mayors and council members who were appointed as board members could serve out their terms on the boards even though they were no longer in their City offices. Now, when their City terms expire, or they lose elections, new members will be selected from the City Councils. Otherwise, people could have remained on governing boards with no direct responsibility to the cities they represented.

Provost then asked the group to consider adding impact fees to building permits, and what they thought would be a fair formula for determining the fees. The money would be set aside and earmarked primarily so that new equipment can be purchased when it is needed.